

JAMES RIVER IS
A BLOCK OF ICE.A Very Small Channel
Open for Water.

THOUSANDS VIEW IT.

Steady Stream of People to Points
Where They Can See the Gorges

YESTERDAY A DAY OF SUSPENSE.

Mayo's Bridge, Which is Badly Damaged, the Scene of Greatest Interest—Dynamite Used by Southern Railway Officials—Busy Scenes in the Flooded Districts.

WEATHER—Clear and colder; fair to-day.

RIVER—Falling at Richmond and no immediate danger threatened; Scottsville, 10:30 P. M., 3½ feet and falling, weather clear and cold; at Columbia, 10:30 P. M., 8 feet and falling, weather clear and colder.

Yesterday was a day of suspense with the people of Richmond. Water, ice and snow threatened great damage to property. Even now, after more than twenty-four hours of flooded streets and ice gorges, the worst may not have come.

James river has never before, perhaps, presented such a scene as it does at this time. From bank to bank above Fulton it is almost a solid cake of snow-covered ice. On the north side from the Southern railway bridge a small channel has been opened and the only waters rush with tremendous force, carrying with them down great blocks of ice. This channel, after passing under the Richmond end of Mayo's bridge, cuts across towards the lower end of the island and the water is usually lost as it sweeps down under the ice.

PICTURESQUE SCENE.

The most picturesque view can be had from the Free bridge. From that point looking up and down the stream one can imagine himself viewing some Arctic scene as he gazes upon the snow-covered rocks, blocks of ice that have been formed by water rushing over the bowlders and the little islands that are hidden from view, except the bodies and tops of trees that grow there.

If one wants to experience a strain upon the nervous system such an one would go to the foot of Mayo's bridge where the river lashes the stone walls and takes of ice strike against the timbers with such force as to cause one to believe the old structure will topple over to the river.

But for the grand view one has to go to Libby Hill. There the eye can take in miles of country up and down the river. From there Mayo's bridge appears to be touching the ice. The whole river above the steamboat wharves looks as if it might be one solid field of snow and ice, while below Fulton the muddy waters in the channel carry down ice and snow in blocks that come in the surface and disappear as great whales. Over on the Chesterfield side the water has spread out over acres of ground, completely surrounding several buildings, among them those Allison & Allison's fertilizer works.

AT MAYO'S BRIDGE.

Thousands and tens of thousands of people viewed the river from the points mentioned. Men, women and children, white and black, rode in vehicles of every description or waded through mud and water in order to see the angry stream. Mayo's bridge was the most popular place. From early morning until darkness set in there was a steady stream of people moving up and down the river. At one time in the afternoon vehicles could hardly get through this thronging on account of the mass of moving humanity. The bridge has been greatly damaged; how much will not be known until competent engineers make an investigation. The ice has piled many of the timbers out of place and a few of the spans have been considerably weakened. Police were guarding the entrance to the structure. The crowd was not allowed to go beyond a chain that was placed across the street. Occasionally, there would appear a man who could give a satisfactory reason for crossing to the other side and he was permitted to pass the guards. Often, the crowd would cheer the adventurer and faint-hearted women would turn their eyes away until told that the man was safely over.

DYNAMITE USED.

Men and boys were huddled together as thick as bees in a line on the stone walls that line the river's edge. They sat or stood, watched and waited for something to happen. They did not know what to expect but the expectation that Mayo's bridge would collapse kept most of them there. The cattle pens of the Southern railway between the Free bridge and the river were filled with people. Men and women, boys and girls, stood in snow and water, ankle deep, or sat upon the fences and watched the great disaster most of them thought could not be long delayed.

Early in the afternoon Superintendent West, of the Southern Railway, who had been on duty since 8 o'clock Friday morning without even taking off his boots, went to work to have the Southern bridge. He and his force of men succeeded with the use of dynamite in breaking up the gorge at the Richmond end of the bridge. Several efforts were made and finally the ice was broken up and a channel twenty or thirty feet wide was opened. This caused more of a gorge below Mayo's bridge and dynamite was used there with good effect.

THE EXPLOSION.

The explosions were heard in all parts of Richmond and throughout and caused many thousands more of people to rush to the river.

It was not until after dark that the crowd of watchers left the vicinity of Mayo's bridge. Many persons went down singly, in two or four's or eight's, if possible, or to hear the rushing waters.

The street cars were unable to carry

anything like all those who wanted to get a view from Libby Hill. Both sides of Main street were lined with people who bravely waded through the red mud up the hill and down again. The street from Seventh to Twenty-eighth was crowded with vehicles and often there was a blockade when a street car had to be passed.

WATERS REcede.

The waters began to recede soon after midnight Friday, but they went down slowly. It was not until noon yesterday that cars ran between Ninth and Twenty-eighth streets. The water left Main street last night. It was still out in Franklin and Cary. At Seventeenth and Cary it was up over the hubs of bugle wheels. Boats were moving about and conveying goods from houses in the submerged district to places of safety.

In the territory from Grace street to the river and from Fifteenth to Seventeenth, the people, with few exceptions, have moved all their goods and furniture from second stories and ground floors to second stories or to other buildings. A great force of men and boys were at work all day. Many of the houses in this vicinity were flooded a foot or more deep Friday night. None of the stable in the Old Market could be opened and most of the dealers had their meats and vegetables out in Eighteenth street where they made their sales.

The W. R. Trice Company's shipyard has been damaged to some extent, but not seriously.

The wharves in Rocketts are still flooded and water is out in Lester street. Boats are running there instead of street cars. The Pocomoke wharf with very little damage, this is the end of the New York wharf. Two schooners are fast frozen in the dock and no fear is felt for their safety.

GOVERNMENT PLANT RUIN ED.

The government's plant for denaturing the channel of the river is practically ruined. It is located nearly opposite Fulton.

The tug Robert Leslie was wrecked on its moorings and carried down the stream and was found yesterday evening. Captain C. P. Burgess, who was on board, reported that the blacksmith's shop and hoisting apparatus were wrecked. Mr. George R. Talcott, who died suddenly yesterday, was in charge of the government's work. As soon as the authorities at Washington learned of his death they sent General C. P. Burgess asking him to look after matters here temporarily. He went at once to the scene of the wrecked plant—or, rather, as near there as he could safely go. Colonel Burgess fears that much more damage will be done when the ice begins to break up in good fashion.

BAD AT THE HARP.

The government launch, Nix, was carried down the river Friday night. Captain

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AN AMERICAN
PROTECTORATE.Colonel Bryan declares For Philippine
Independence Under One—Re-
plies to McKinley.

ANN ARBOR, Mich., Feb. 18.—Colonel William Jennings Bryan lectured on "Imperialism" tonight before an audience composed of students, members of the University of Michigan faculty, and citizens, which filled the capacity of the big University Hall.

It is seven years since the present leader of the Silver Democracy has visited this city, and the students of all shades of political opinions gave him a noisy and enthusiastic welcome on his appearance. Colonel Bryan's declaration in favor of independence for the Philippines under an American protectorate brought out considerable applause.

MR. BRYAN'S SPEECH.

"The President in his Boston speech has declared that the future of the Philippines is in the hands of the American people. This is all that has been contended for by the opponents of the colonial policy outlined by those who have demanded the forcible and permanent annexation of the Philippine Islands. If the matter is in the hands of the American people then it is a subject for discussion by the American people, and the only question to be considered and decided is whether the permanent retention of the Philippines is desirable. And in considering what is desirable we must consider what is best for the United States.

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REGIE CONTRACT
SYSTEM MUST GOSwanson and Clardy
Make an Active Fight.

AGAINST CANAL BILL.

Mr. Hay Gives His Reasons for Voting
to Sustain the Chair.

JAMES RIVER APPROPRIATION.

Senator Martin and Captain Lamb Will Make a Vigorous Effort to Have Original Amount Restored—The Bill to Fix Richmond Collector's Salary Favorably Reported.

WASHINGTON, Feb. 18.—Special.—Reference was recently made to the efforts of Representatives Swanson, of Virginia, and Clardy, of Kentucky, to secure relief from the restrictions imposed by the Regie tobacco contract system now in force in certain European countries. The attention of Secretary of State Hay was called to the matter recently and he has become much interested.

On the 9th instant a letter was addressed to the Secretary by Messrs. Swanson and Clardy in response to a request for a statement of facts with suggestions as to the best methods of proceeding to obtain relief. They quote a resolution adopted at the first session of the present Congress requesting the president to make such investigations as will elicit all the facts in reference to the restrictions put upon the sale of American tobacco in foreign countries under what is known as "regie" contracts or otherwise and to enter into negotiations with the governments of those countries with a view to obtaining a modification or removal of such restrictions.

THE MARKET IS BLOCKED.

"No American citizen," they continue, "can ship or sell leaf tobacco, or any fabrication of tobacco, in France, Italy, Spain, Austria, Hungary or any other European country, except England or Germany. The two latter countries are open markets and any one can ship tobacco to them for sale through the regular market of trade. Although the tariff is very high in England 70 cents per pound, and Germany nearly as high, still these countries are our best markets, taking about half of the tobacco exported and at much better prices than the others. The rest make an absolute monopoly of the business, buying only through a syndicate or through their own consuls, paying both the amount they will take and the price, thus destroying competition and shutting out our people, thus being on a way in which we can reach the consumers through the regular channel of trade, except those in England and Germany.

"These are the conditions that have existed for many years. They constitute an important factor in the revenue system. France making a profit of about \$300,000 in the tobacco bought in this country. We have a surplus of tobacco, amounting to some 300,000 pounds, which can find a market only in foreign countries. As these regie countries keep a shut door on us, they can, by limiting the quantity, fix the price and keep it as it is now, near the cost of production, whereas open markets, or rather access to the consumers through the regular channels of trade—no matter what tariff they impose—would enable us to double the demand and vastly increase the price to our farmers. If farmers are to be benefited in any way by national legislation it must be by enlarging and extending our markets, by opening the avenues of commerce."

As remedies, they suggested that our consuls and other representatives in those countries be required to make reports on the present condition of the trade in tobacco and all laws relating to these restrictions; then to seek by friendly negotiation, through the principle of reciprocity, to secure their modification or removal.

FRIENDLY MEASURES.

In the event of failure of success by friendly negotiation, it is suggested that the President and Congress take measures

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LOUBET CHOSEN
FOR PRESIDENT.French Assembly Elected
Him Yesterday.

LITTLE DISTURBANCE.

With One Exception the Election Was
an Uneventful One.

SOME DEMONSTRATION IN PARIS.

National Deputies Make Incendiary Harangues and the Crowd Indulge in Their Favorite Cry, "Spit Upon" Loubet—Police and Rain Disperse Them.

PARIS, Feb. 18.—M. Loubet was elected President of the French Republic this afternoon; he received 63 votes, against 29 votes cast for M. Meunier, and 29 scattering.

The National Assembly met at Versailles at 1 o'clock this afternoon. M. Loubet, president of the Senate, declared the sitting open amid the applause of the Leftists, during which M. Loubet proceeded to the drawing for tellers. M. Loubet, president of the Senate and presiding officer, arrived in a carriage at 10 o'clock. Friends surrounded him when he entered the Gallery of Busto, and he said: "If you love me, I hope you won't vote for me."

Soon the scene became animated. Crowds of people surrounded the doors, watching the arrival of members. The palace was closed to the public.

Various political groups held meetings at noon, and M. Cochery announced that M. Meunier had definitely withdrawn his candidacy. The Nationalists and anti-Semites decided not to vote for M. Loubet. When M. Paul Delboulle, organizer of the League of Patriots, and Deputy representing the Second District of Angoulême, voted he attempted to speak from the Tribune, but M. Loubet forbade him to do so, which called forth protests from the Rightists and applause from the Leftists. M. Delboulle, however, persisted in speaking and repulsed the ushers and others who rushed up to expel him from the Tribune, which he finally left.

While on the Tribune, M. Delboulle shouted: "The President of the Republic ought to be elected by the people; I will not vote here." Then, turning to M. Loubet, M. Delboulle cried: "Do you doubt what I, Louis Delboulle, say? I am not called on to answer you."

A REVERE RETORT.

M. Delboulle retorted: "I know what you say. M. Drumont (Anti-Semite), representing the First Division of Alsace, also attempted to speak, and a great commotion followed, during which cries of 'Down with Anarchy' were raised. In the meantime the voting continued. While the checking was in progress the members of the Assembly left the hall and assembled in the galleries and corridors, where they discussed the chances of the election.

M. Meunier loudly announced that he voted for M. Loubet.

After from the De Route incident, the voting passed off quietly, the members returning to their seats after voting and chatting on the avenue of the day.

Mr. Meunier insisted on voting for M. Loubet, although he had withdrawn his candidature in favor of M. Loubet, which explains the vote cast for him.

The votes not given to M. Loubet or M. Meunier were divided between M. Calvane, General Jamet, General Sausse and others.

TUGS TO THE RESCUE.

Unlucky Sail Craft Have to Pay Heavy Tribute to Help.

NORFOLK, Va., Feb. 18.—Special.—Two tugs left Norfolk today on their way to the relief of the yacht Dile aboard which

last night near Cobb's Island, the family of Rev. Thomas Dixon Jr. After their departure a telegram was received from Mr. T. W. Savage, of Cape Charles, which stated the boat were safe, presumably ashore and the tugs not required.

The tugs about this harbor are reaping

(Continued on Seventh Page.)

MRS. THOS. DIXON'S
PERILOUS TRIP.Terrible Experience in a
Virginia Ice Floe.

IMPRISONED IN YACHT

Choice of Starving and Freezing or
Wading Through Snow.

LIFE-SAVERS TO THE RESCUE.

Mrs. Dixon and Mrs. Ellsworth Break Through the Ice—Burned All the Portable Fittings of the Yacht to Keep from Freezing. Schooners Swept to Sea, Bodies Float Ashore.

CAPE CHARLES, Va., February 18.—Special.—Mrs. Thomas Dixon, Jr., and party arrived at her home this afternoon at 5 o'clock after a solid week of thrilling and dangerous experience spent aboard the yacht Dixie, which still lies frozen up in ice at Rouses' Hole Channel, Broadwater, near Hog Island, in charge of the captain, confronted with the alternative of freezing and starving to death aboard the yacht or wading two miles across the ice and snow where assistance could reach them.

A PERILOUS TRIP.

They decided this morning to make a start for the mainland. The trip was a perilous and dangerous one. Mrs. Dixon and Mrs. Ellsworth, of New York, both broke through the ice several times, but were pulled out by the attendants. The crew from the life-saving station finally succeeded in reaching them on the ice and brought the party safely to the shore, where they took a hack to Cheriton Station and thence to Cape Charles on a special train.

The party consisted of Mrs. Thomas Dixon, Jr., and son, and Mr. and Mrs. Ellsworth, of Richmond, county New York, the crew and servants.

SAVED FROM STARVATION.

The party were saved from starving by one of the life-saving crew walking out on the ice and taking a supply of provisions from the station. For fuel they used the oars, deers, small boats, partitions—in fact, everything movable on the yacht. The only thing remaining was the mast, which would have been used today had they not succeeded in getting out.

Rev. Thomas Dixon, Jr., is in Iowa on a lecturing tour, where he has been for a week, but has been doing considerable telegraphing to this city to spare no expense to rescue the party.

BOATS CARRIED TO SEA.

About fifteen small oyster schooners and buoy boats broke loose from their moorings in Maguohy's bay yesterday and were carried to sea by the ice. There was no one aboard any of the boats and they will probably be a total loss. Their value ranges from five hundred to two thousand dollars and they were owned by residents of this county.

Shelly Banks, an old colored man who drives a delivery wagon, from his home, died here late Saturday night during the blizzard, but never reached his destination with a load of merchandise. One of his horses was found dead near by him.

BODIES COME ASHORE.

Five bodies, two white and three colored, floated ashore on Smith's Island to-day. It is thought they were trying to get ashore on the ice from some boat and were frozen to death.

This is the first day country people have been able to get into town for a week on account of the condition of the roads.

Navigation across the bay has been resumed by one of the steamboat lines, and the ice is rapidly clearing up.

TUGS TO THE RESCUE.

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Tribute to Help.

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(Continued on Seventh Page.)

a rich harvest. Vessels in distress, because of the floating ice, are numerous and the tugs which tow them to a safe anchorage expect heavy salvage.

The tug Triton, of New York to-day towed in the schooner John K. Southern, which she found in the ice outside, off a lee shore. The Triton demanded \$1,200 for her services. She was paid \$600.

Four towed in the schooner Jennie E. Thomas, but a few hours before, the Triton demanded and received \$1,000. There are many more instances where the tugs have made sailing craft hoist by ice and adverse winds pay heavy tribute. The steamer Old Dominion from New York with forty passengers ran on a shoal last night near Lambert's Point. The passengers, after spending the night aboard were brought to the city on the steamer Hatteras.

The old side wheeler got off unhurt and came up this evening.

A WRECK NEAR BRUSSELS.

Twenty-One Killed and One Hundred Injured in a Railroad Collision.

BRUSSELS, Feb. 18.—An express train from Calais having passengers en route for London on board collided to-day with a train from Tournay, which was standing at the station at Forest, near this city. Twenty-one persons were killed outright and one hundred more or less injured. There were no Americans or English among the victims.

It is thought that owing to the fog the engine of the express train did not see the signals. The scene of the wreck presents a horrible picture. When the locomotive of the express train leaped on to the roofs of the three rearward cars, the effects of the late storm upon growing crops. The consensus of opinion is that the railroad crop is totally destroyed and will have to be replanted. Kale is looking tough and has turned yellow, but may possibly be reclaimed. Cabbage are looking badly and were, it is believed, injured to a large extent.

"The cold, freezing weather anterior to the late snow storm did the damage. Nearly everything in the ground was injured."

TRUCKS INJURED.

The Recent Cold Snap Prior to the Snow Storm What Did the Damage.

NORFOLK, Va., Feb. 18.—The Virginian-Pilot will say to-morrow:

"We have interviewed the leading truckers in this section in regard to the effects of the late storm upon growing crops. The consensus of opinion is that the railroad crop is totally destroyed and will have to be replanted. Kale is looking tough and has turned yellow, but may possibly be reclaimed. Cabbage are looking badly and were, it is believed, injured to a large extent."

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Admiral Dewey Afloat.

BOSTON, Feb. 18.—The steamer Admiral Dewey which went ashore on Cuttyhunk Shoals Wednesday was floated this evening and will be towed to Vineyard Haven.

OTIS TO PUSH THE FIGHTING.

It is Necessary to Break Up the Bushwhacking Tactics of the Insurgents Before Wet Season.

WASHINGTON, Feb. 18.—General Otis to-day cabled the War Department the names of nine American soldiers wounded on Tarquina road, north of the Pumping Station yesterday. Of these Private George Adams, Company A, First Nebraska, died last night.

The reports of such skirmishes as those noted above, and the stories of frequent firing by concealed natives upon the American outposts, have conveyed the impression to the officials here that General Otis is being rapidly brought to a pass where he must assume a most vigorous offensive campaign. Although no instructions have yet been sent to him, it is assumed that he will feel justified in doing this to prevent the demoralization of his troops and also to make his position tenable in the approaching wet season.

The nature of country around Manila favors the tactics the insurgents seem to have adopted after learning that they could not face the American soldiers in the open field, and it doubles his belief that General Otis' task just as soon as his reinforcements reach him, to clear them away.

COULD BE TROUBLE-SOME.

Half a dozen natives concealed in the jungle, and firing at long range at intervals could make life unbearable for the troops.

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WEATHER FORECAST.

Virginia, North and South Carolina, Georgia, Western Florida, Alabama, Mississippi and Louisiana—Fair; light variable winds.

PRICE THREE CENTS.

THE NEW DEPOT
SOON TO BEGIN.Richmond Petersburg &
Carolina Road Coming

TOSPENDMUCHMONEY

President DeWitt Smith Tells of Their
Plans.

ALL DEPENDS ON THE COUNCIL.

That Body Will Be Asked for Certain Rights and If These are Granted Work Will Commence at Once.

Options to Be Taken Up Next Week—The C. and O.

May Join the Plan.

It is now only a matter of months when Richmond will behold the entrance into Richmond of the Richmond, Petersburg and Carolina railroad, and see the beginning of the new union depot, of which so much has been spoken recently.

As has been stated in these columns before, the road has been surveyed from Ridgeway, N. C., to Richmond, by way of Petersburg, and twenty miles of the road has been built from Petersburg South, including a costly and substantial bridge across Stony Creek.

CONTRACTS HAVE BEEN GIVEN.

Contracts for rails, ties, construction, etc., for the entire route have been made, and the only preliminary work now to be done is to obtain the right of way through the streets of Richmond and to take up the options on the property recently secured in the lower part of the city, in the vicinity of Main and Fifteenth streets.

President DeWitt Smith was in the city last night, and was seen at the Jefferson by a reporter, to whom he stated that he was only fearful of delay now through possible dilatory action of the City Council in the matter of granting the right of way through the streets.

"We will go before the Council at its next meeting," said Mr. Smith, "and just as soon as we have everything in that direction arranged, the road will be started and pushed to completion. We intend to work along the entire line to and from when that work begins."

OPTIONS TO BE COVERED.

"The money is in hand, and all contracts have been given, and I shall return here again this week to take up the options on the property that we have secured. We have obtained nearly all the land necessary for tracks and depot in the city, and the work will be started at an early date."

"Our idea is to build a depot with facilities for expanding into a union depot. We want to take in all of them—the Chesapeake and Ohio, the Seaboard Air-Line, the Coast Line, and all others that may apply. Together with the C. & O. people yesterday, we considered the project, but reached no conclusions, so far as that road is concerned, but we shall go on with our own plans, which have been made."

NEARLY HALF A MILLION.

"Of course, we would like to get the others with us, but in any event, we shall spend about \$400,000 in the property. The depot will occupy the site of the old St. Charles Hotel, at Fifteenth and Main streets, and the tracks will come into definite connection with the river, along about Fifteenth street."

"If the C. & O. decides to enter into a combination in reference to the depot, we may build farther out toward Broad street."

The bonds recently issued by the Richmond, Petersburg and Carolina road, amounting to \$2,000,000, and which were taken up, will insure a sufficient amount of money for operating and construction expenses, and a large amount of this money will be spent in Richmond.

Mr. Smith leaves for New York this morning, but is expected back the latter part of the week.

The Common Council meets the first Monday in March, and the Board of Aldermen on the Tuesday after the second Monday. The Street Committee meets on the 15th and 28th of each month at 5 o'clock, and it is probable that representatives of the new road will appear before these bodies at the next meetings.

TOO MUCH GOLD.

New Orleans Wants to Exchange Her Surplus for Paper Currency.

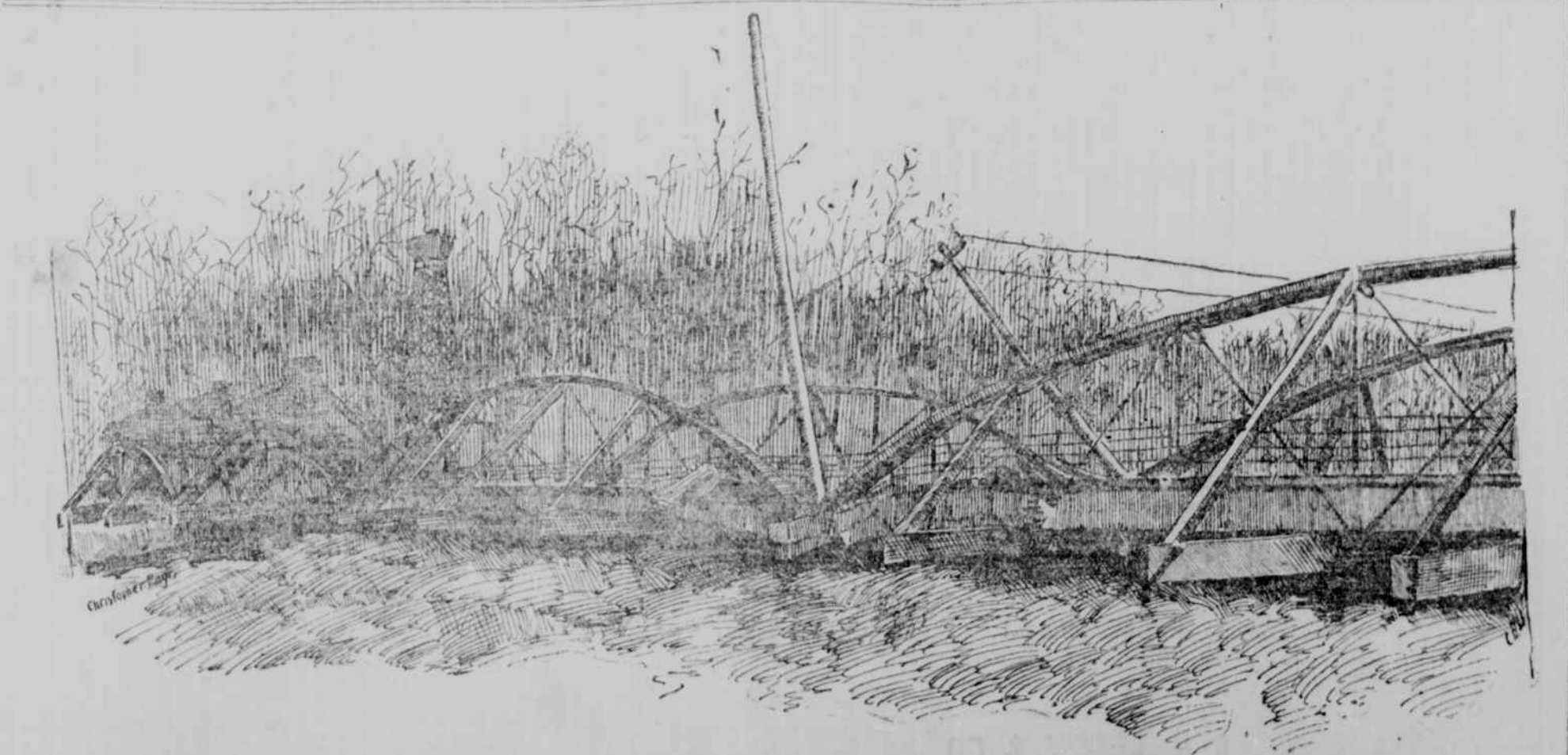
WASHINGTON, Feb. 18.—A telegram was received at the Treasury to-day from New Orleans stating that there was a surplus of gold there and an insufficient supply of paper currency and asking that an exchange be made. Treasurer Roberts in speaking of the situation said: "We have in the treasury and its branches \$27,000,000 in gold and \$2,000,000 in paper. We are giving out what paper we can and distributing as well as we can among our nine sub-treasuries. We have received fairly similar appeals from New York, Cincinnati, Chicago, and Kansas City asking for paper in return for deposits of gold in the sub-treasuries at New York. We have informed applicants that they would have to pay bankers' rates for transport in such exchanges and while the difference between bankers' and government rates is large, it seems to be enough to prevent calls for the money."

"The cause for these demands seems to be that the people have not yet become accustomed to using gold coin, and particularly to the fact that business is so active that paper money is being kept out among individuals instead of being in the banks. If gold does not become popular as a means of commercial interchange the banks will have to give relief by increasing the issues of their own notes. That is where the relief must come from."

FROZEN TO DEATH.

Roy Jenkins' Body Found in Timber Neck Creek.

GLOUCESTER C. H., Va., Feb. 18.—Roy Jenkins, born and raised at Gloucester Point, Va., was found yesterday frozen to death in Timber Neck Creek, below Judge Catlett's residence. It is conjectured that he was from some light-house up York river and making for land. A heavy rain fall has broken up the snow, and pedestrians and vehicles are out again. There has been much suffering among the poor for fuel.



A VIEW OF MAYO'S BRIDGE FROM A PHOTOGRAPH TAKEN YESTERDAY.